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PRODUCE the Highest Class AERATED
WATERS in the Far East, on account
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of their goods, and the cleanliness, &c., are all
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was carried out. He also expressed himself
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Depot, Ice House Street. Tel. 371.
Dr. V. DANENBERG & F. P. DANENBERG,
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Hongkong, 11th May, 1904. [a132]

RUSSO-JAPANESE WAR FUND.
(1) Providing additional comforts in Hospital
treating all sick and wounded from the War.
(2) In aid of the families of Japanese killed
in the War.
It is proposed to close the above Fund on
SATURDAY, 4th June, 1904, and intending
Subscribers are therefore requested to kindly
notify the undersigned on or before that date.
J. R. M. SMITH,
Hon. Treasurer.
Hongkong, 30th May, 1904. [1394]

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A most pleasant retreat for those desirous of
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THE MANAGER
[254]

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SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.
Hongkong, 10th May, 1904. [a4a]

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ESTABLISHED IN LONDON IN 1815.
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Hongkong, 1st May, 1904.

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Hongkong, 21st December, 1903. [a38]

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CALDBECK, MACGREGOR & CO.,
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Hongkong, 16th May, 1904. [a35]

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[a1891-3]

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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
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Hydraulic Elevators to each Floor.
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H. HAYNES,
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[a19]

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Hot and Cold Water throughout.
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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MANAGER.
Hongkong, 10th June 1903. [a1082]

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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
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Special Rates for Tourists.
Launch Service for Guests.
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MANAGER.
Hongkong, 31st October, 1902. [a49]

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HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable
WM. FARMER,
Proprietor.
[a1362]

INTIMATION



A. S. WATSON & CO.,

LIMITED

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The BUSINESS of the HONGKONG DISPENSARY is now being CARRIED ON in ALEXANDRA BUILDINGS, DES VŒUX ROAD.

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An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & CO.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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BIRTH.
On the 29th May, at No. 4, Ormsby Villas, Kowloon, the wife of JOHN BRUCE SCOTT, of a daughter.
[1403]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND JUNE, 1904.

It does not appear from the Japanese official telegram published in our yesterday's issue that the Russians did as much damage when they abandoned Dalny as Admiral ALLEXER's telegram to St. Petersburg represented. The Viceroy reported that the Russians had blown up the docks and piers to prevent the enemy from utilising them; but on occupying the place the Japanese have found that the docks and piers are uninjured with the exception of the "Great Pier," which was sunk. Since Dalny came into the possession of the Russians it is well known that immense sums of money have been expended with the object of making the terminal port of the Chinese Eastern Railway one of commanding importance in the Far East. Magnificent wharves were built to accommodate the largest ocean steamers, and every facility was provided, including three floating steam cranes capable of lifting fifty tons each, for the rapid handling of cargo. Behind the railway lines, which are brought right alongside the ship berths, roomy godowns of corrugated iron were erected, the design for these covering a floor area of 100,000 square feet. The hundred warehouses mentioned in the Japanese official despatch as being found uninjured, no doubt, refers to these godowns on the wharves. There are two docks at Dalny. One is a granite dry dock 380 feet long, 50 feet wide at entrance and 18 feet on the sill; and the other, which we believe is not yet completed, has a length of 500

feet, a width of 90 feet at the entrance, and 30 feet on the sill. Attached to these docks are extensive repair shops. It is obvious how valuable the acquisition of Dalny with its docks and buildings practically uninjured is likely to be to the Japanese now that they have established an effective blockade of the Liaotung Peninsula south of Pitsau, and are investing the fortress of Port Arthur.

It is astonishing that the Russians should have left Dalny practically intact for the Japanese to walk into and possess. Perhaps, they believed the abandonment of the city to be a merely temporary expedient; but that consideration does not dispel the astonishment which such a dispatch as we were able to publish yesterday by the courtesy of the Japanese Consul creates. For even if the Russians did hope to speedily return and hold the place in strength, it must have been patent to the Russian commander that if the Japanese were once allowed to occupy it they would not be driven out again before they had wrecked everything likely to be of assistance to the enemy. The abandonment of Dalny represents an immense financial sacrifice on the part of Russia, for the expenditure on public works since Russia acquired the usufruct of Dalny must have amounted to many millions of dollars. The whole scheme of public buildings and improvements involved an expenditure of something like forty million dollars, and a very large part of that scheme has been carried out. A visitor to the port before the outbreak of hostilities says of this unique place: "It is a city in all senses of the word save one. It has as yet no 'people.' But the Russian authorities entertained very sanguine expectations of the future of Dalny, for in laying out the town the European reservation was designed to accommodate 30,000 inhabitants. It was, perhaps, a wise provision, for the terminal port of a great trunk line of railway ought to develop into a big city very rapidly, but Russia's withering attitude towards commercial rivalry, we fear, would always keep it pretty much in the same stage of development as Vladivostok. It would be profitless to speculate on the future of the Manchurian railway and its terminal port at the present stage of the war. These interesting questions must remain until hostilities have ceased.

Mr. H. H. J. Gompertz, the Acting Police Magistrate, was absent from the Court yesterday indisposed. We understand Mr. Gompertz is suffering from an attack of dengue fever.

In winning the Two Thousand Guineas, St. Amant made a new record for this particular event by covering the Rowley Mile in 1min. 38.45 sec., which is 51 1/2-sec faster than Scipio's record, made in 1902.

People want a lot of inducement to attend indoor entertainments at this season of the year, but the entertainment announced by Mr. Frear to be given in the Theatre Royal on Saturday and Monday next is likely to prove an exception to the general rule. Mr. Frear has a reputation which constitutes the best of all possible advertisements, and full houses are anticipated each evening.

An Osaka paper leaves that a number of the principal Chambers of Commerce are now arranging to submit to the forthcoming joint meeting of all the Chambers of Commerce throughout Japan a proposal in favour of opening an exposition on a large steamer chartered for that purpose, and of despatching her to the principal ports of the world for the encouragement of Japanese commerce and industry as soon as the war is over. The promoters are, the paper adds, desirous of obtaining a state subsidy for the enterprise.

The question of the defence of Indo-China continues to be much discussed in Paris. On the land side, military organisation is insufficiently complete to render the Chinese frontier secure. The Delta, however, is virtually unprotected, and under pressure of possibilities arising from the present war, plans have been formed for maintaining there a standing force of 30,000 European troops in three divisions. The naval defences are still in a rudimentary condition. Since 1891 about £1,500,000 have been spent, but except at Saigon, and at one defensive point in Annam, the coast is virtually open and it is bitterly admitted that Hanoi and one or two other important places could offer no resistance.

Singapore races were held last week. Commenting on the opening day's races the *Strait Times* says:—So far as racing was concerned the first day of the meeting was not a lacker's day. Most calculations were upset by the results, and yet the conditions were of a nature to suit the favourites. There was little sun, and although the going was hard, the ground was in as good order as can be expected in a tropical country. Fortunately throughout the day there was not a hitch or accident of any sort. Unless it be considered an accident that the outsiders should win. Essington was the only horse that came up to expectations, but the other fancies strangely belied their reputations.

Five fatal cases of plague were reported in the Colony yesterday, all the victims being Chinese. These bring the year's total to 187.

We have received from the publisher, Mr. C. W. Daniel, of Ludgate Hill, the first two numbers of "an unconventional magazine" entitled *The Crank*. It appears to be devoted to the glorification of Free Trade, of Mr. R. J. Campbell (of the City Temple), Esperanto "Professors," and such. Its price is threepence.

A letter received from Chengtu by a Szechuen merchant in Shanghai strongly praises the efforts of Mrs. Archibald Little in the cause of the Natural Feet Society, or *Tien Tzu Hui*, in Szechuen. Mrs. Little since her return to the province has given over a dozen addresses before the ladies, officials, gentry, and merchants, and with such success that over forty young ladies and girls have had the bonds round their feet loosened. Mrs. Little has succeeded too in interesting Hsi Liang, Viceroy of Szechuen, with the result that she has persuaded H. E. to issue a large number of proclamations, in which the practice is denounced in very strong terms.

The *Chefoo Daily News* writes:—Billy Bellow, who recently boxed with Sam Newman, at Tientsin, and who passed through Chefoo a few days ago en route to Shanghai, is open to another engagement. In view of the fact that a match was at one time contemplated between Bellow and a man from the U.S.S. *Raleigh*, and that the latter is said to be still anxious to have the "go," local sports may possibly be able to have the thing pulled off in Chefoo, providing the *Raleigh* puts in an appearance at this port as is expected. The supporters of the sailor boy undoubtedly have plenty of confidence in their representative and sufficient "green" to back it up, and make it worth while to approach Bellow with a view of making this port the meeting ground.

Shortly there will be a number of patent coal hoists at work in Colombo harbour, expediting the discharge of coal. The new machine, which is known as the Hamilton-Black Patent Coal Elevator, is the invention of the Hon. Mr. Hamilton, head of the British India Steam Navigation Co., Ltd., at Calcutta, and of Mr. Black, Deputy Superintendent of the Company. One machine was brought out to Colombo in March last, and seven others have been brought out since then from Calcutta. The machines have now been fitted up and will soon be tried for the first time, in Colombo. The results of experiments conducted with the new elevator in Calcutta have been very satisfactory, and it is expected that the discharge of coal in Colombo harbour will be considerably accelerated when the new elevators are used. The eight elevators will, in future, be used on all steamers which arrive with coal for the British India Co. Two of them will be used at each hatch-way.

LAWN TENNIS.

FINAL OF THE CHAMPIONSHIP.

The brothers Hancock, R. and H., played off the final of the championship on the Cricket Ground yesterday afternoon. The weather was pleasant, and attendance good, several ladies being included amongst the spectators. The game on the whole was considered disappointing, it being said that R. Hancock did not display his usual skill. Scoring was very even:—

- (1) H. Hancock, 6-3.
- (2) R. Hancock, 6-4.
- (3) R. Hancock, 6-2.
- (4) R. Hancock, 6-1.
- (5) H. Hancock, 6-4.

H. Hancock won three games, it will be seen, to his opponent's two.

PRIZES.

At the conclusion of the game Mr. E. W. Mitchell presented a bouquet of flowers to Miss Hancock, saying that on behalf of the Cricket Club he had to thank her for giving away the prizes, and for taking such interest in the sport. In looking at the list he saw that the names of her brothers were prominent.

The prizes, consisting of handsome silverware, were then given away. The list of winners is as follows:—

- DOUBLES HANDICAP.—R. & H. Hancock.
SINGLES HANDICAP (Class A).—A. Humphreys, 1; R. Hancock, 2.
SINGLES HANDICAP (Class B).—R. Manning, 1; R. B. Beattie, 2.
PROFESSIONAL PAIRS.—Atkinson and Sercombe Smith, 1; Beavis and Grist, 2.
CHAMPIONSHIP.—H. Hancock, 1; R. Hancock, 2.

RACKET TOURNAMENT.

- SINGLES HANDICAP.—H. Hancock.
DOUBLES HANDICAP.—R. and H. Hancock.
CHAMPIONSHIP.—H. Hancock.

CORRESPONDENCE.

A SMOKE NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st June.
SIR,—Will you kindly inform me if there is any Ordinance under which the contractor for the new Post Office building is allowed to make life particularly unpleasant, within a radius of one hundred yards, by means of a steam-engine which emits copious volumes of evil-smelling coal smoke? A certain company has recently been convicted for a somewhat similar offence, and it seems strange to the uninformed that this smoke nuisance should be allowed to go on unabated in one of the busiest centres of this City.—I am, &c.,

ENQUIRER.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

RUSSIANS SHORT OF SUPPLIES.

LONDON, 1st June.

It is reported that extreme scarcity of provisions prevails at Liaoyang.

At present there are no indications of any intention on the part of the Russian forces to move southward.

RESULT OF THE DERBY.

LONDON, 1st June, 3.30 p.m.

The result of the Derby, run this afternoon, is as follows:—

1. ST. AMANT.
2. JOHN O'GAUNT.
3. ST. DENIS.

RAILWAY TO SAMSHUI.

EXTENSION OPENED.

SHANGHAI, 1st June, 4.45 p.m.

The second section of the branch of the Canton-Hankow Railway, namely from Fatsan to Samshui, was formally opened to-day by Mr. McWade, United States Consul-General, in the presence of a big attendance. Among those who witnessed the ceremony was the Tartar General.

REUTER'S SERVICE.

COSSACKS HARASSING THE JAPANESE.

LONDON, 30th May.

Reuter's Moulken correspondent telegraphs that Cossacks are harassing General Kuroki's rear, hence the present suspension of the Japanese advance.

THE UNITED STATES AND THE WAR.

LONDON, 30th May.

Washington Government advices dwell on the terrific power of the Japanese Shimosa powder, the composition of which is a secret. The results of the explosions of the Japanese shells have astonished the United States Army observers.

THE TIBET EXPEDITION.

LONDON, 30th May.

The *Daily Mail* correspondent at Chumbi wires that Lieut. Gaslin and three Sepoys were killed, and Capt. O'Connor, Lieutenants Mitchell and Walker, and nine men wounded on the 26th inst. whilst clearing a village which the Tibetans were fortifying near the Mission's camp. The Tibetan losses were heavy.

THE CAPE CHINESE EXCLUSION BILL.

LONDON, 30th May.

The Governor of the Cape has withheld his assent to the Chinese Exclusion Bill, awaiting His Majesty's pleasure.

NAVAL NOTES.

ARRIVALS AT HONGKONG.

The American gun-boat *Helma* arrived from Swatow yesterday.

The American gun-boat *Pathfinder* has arrived here from Salamague.

WRECK OF THE "HAI TIEN."
The Chinese cruiser *Hai Tien*, that went ashore at Elliott Island some time ago, is still lying in the same position. A foreign expert has arrived from Tientsin, and having examined the wrecked cruiser, he is of opinion that she can be got off and brought to Shanghai and docked. He is now awaiting instructions from Peking. In the meantime most of the guns have been taken out of her.

PERSONAL.

Lieut. Austen, R.N.R., formerly commander of the *ss. Wingchui*, is at present drilling on H.M.S. *Tamar*. He was some time ago invalided home, and his many friends are pleased to see him back at Hongkong.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 1st at 1.50 a.m. the barometer has risen in Japan and in Mid China and fallen in both N. and S. China and in the Philippines. The depression referred to on the 30th ult. is now situated to the north of Shantung and the low pressure in the China Sea is maintained.
Gradients are very slight on the China Coast, and light variable winds will continue in the Formosa Channel and near the N.E. winds in the northern part of the China Sea.
Forecast:—Light E. to N.E. winds; fine.

STAR FERRY CO., LD.

The sixth ordinary annual meeting of the above Company was held at the Company's office, 2, Connaught Road, at noon yesterday. Those present were Hon. Sir C. P. Clater, C.M.G. (chairman), Messrs. A. J. Raymond, N. A. Siebs (director), H. Schubart, D. Nowrojee, I. P. Madar, and E. Osborne (secretary).

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen, the report and accounts having been in your hands for several days, I will with your permission take them as read. The net profit for the past year shows a considerable increase on that of the previous period, as the result of increased traffic, combined with a diminution in working expenses, more especially in the cost of coal. Included in the profit and loss balance is a sum of \$36,550, which represents the difference between the written down value of the *Guiding Star* and *Morning Star* and the price at which they were sold. This might appear at first sight as profit, but in reality it represents (at least to a large extent) the accumulated savings of previous years which have been written off the books, and which were consequently of greater value than they appeared in the books; and in view of this it is proposed to distribute, in addition to dividend, a bonus of 4 per cent., which, however, should not be regarded in any sense as dividend in disguise, as there is at present nothing to justify anticipations of a regular 22 per cent. return on capital. With the new boats, the first of which is expected to be ready within the month, it is proposed to inaugurate changes in the time table which will still further improve the service, for your directors, whilst regarding dividends as the main object of the company, are alive to the necessity for continual improvement, and they think that in a business of this nature it pays shareholders best to satisfy public requirements. Arrangements are practically concluded by which the ferry wharf at Kowloon will be moved further to the south, opposite a new 100 foot road leading direct to Robinson Road, which will doubtless be welcome news to Kowloon residents, who will then no longer have to thread their way through a maze of cargo work; and advantage will be taken to build a wharf more suitable to the requirements of the Ferry. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions.

After a pause the CHAIRMAN said: There being no questions, I beg to propose that the report and accounts be passed.

Mr. SCHUBART seconded and the motion was carried unanimously.

Mr. NOWROJEE proposed that Mr. N. A. Siebs be re-elected a director.

Mr. MADAR seconded, and it was carried.

Mr. SCHUBART proposed that Mr. W. H. Potts be re-elected auditor.

Mr. MADAR seconded, and the motion was agreed to.

The CHAIRMAN said:—That is all the business, gentlemen. Dividend warrants can be had on application at Kowloon, where the Company's office now is. Thank you for your attendance.

POLICE COURT.

Wednesday, 1st June.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

OBSTRUCTIONS.

Police-Sergeant Kerr, who has had quite a number of obstruction cases of late, secured the conviction of a man for careless handling of a trolley. He was fined \$2 with the alternative of seven days' imprisonment.

DRUNKENNESS.

Daniel Collins was charged with being drunk and disorderly. He smashed the glass of a Chinese show-case. Defendant was fined \$8 and ordered to pay \$2 compensation.

NO BURIAL PERMIT.

A Chinese shoemaker, charged with removing a dead body without a burial permit, was fined \$150 or three months' imprisonment.

ATTEMPTED FELONY.

For entering Tung Wa Hospital with intent to commit a felony, a Chinaman was sentenced to one month's hard labour.

A PERUVIAN THIEF.

Tim Pettick, a young man from Peru, describing himself as an ex-foreman on the Canton Railway, was charged with stealing \$35 from Thos. Peters, a German engineer from one of the N.D.L. steamers. Both were patients at the Government Civil Hospital. On the 30th ult. after Pettick had left the hospital Peters missed the money. The Superintendent of the Hospital reported the matter to Mr. Badley, Captain Superintendent of Police, and the latter deputed Sergeant O'Sullivan to search for Pettick. When found Pettick was flush in jewelry and had a \$10 bill on his person. This was curious, as he declared only \$5 when entering the hospital. He was sentenced to two months' imprisonment with hard labour.

A Boston despatch says that the colour of the human eye can be changed by the use of tattoo needles has been shown by an operation performed at the Massachusetts Eye and Ear Infirmary. A patient had suffered for some time from an affection which partly destroyed the colour of one eye, but affected his sight only slightly. The eye contained a white streak, extending almost around the pupil. An instrument consisting of five ordinary cambric needles placed side by side was used, the needle points being inserted into the sclerotic coating of the eye to a depth of not more than a sixteenth of an inch. Each insertion made five tiny holes. This was repeated several times. A solution of India ink previously shaded to match the eyes as nearly as possible was then rubbed in with the finger and worked into each of the holes made by needle points. The patient felt no ill effects.

PUNJON MINING CO., LD.

RECONSTRUCTION PROPOSED.

The seventh ordinary general meeting of shareholders in the above company was held yesterday at the office of the Company, No. 13, Beconsfield Arcade, the attendance including Messrs. R. C. Wilcox (chairman), W. Kerfoot, Hughes (director), S. A. Joseph, T. F. Hough, Ellis Kadoorie, H. C. Wilcox, R. Walpole, E. W. Terry, J. McCubbin, A. N. Ribeiro, Max Michael, J. R. Michael, R. A. Fergusson and A. R. Lowe (Acting Secretary).

The notice convening the meeting having been read by the Acting Secretary,

The CHAIRMAN said:—Gentlemen, The report and statement of accounts, together with the Manager's report, have been in your hands for some time, and, with your permission, I propose to take them as read. You will no doubt all have read the report by Mr. Warford Lock, the Manager of the Rand Australian Gold Mining Co., Ltd., on our concession, with a review of its prospects and capabilities. That report we believe to be a thoroughly impartial document, and a further guarantee for the soundness of its conclusions is to be found in the fact that Mr. Lock was accompanied during his survey by Mr. Scrivenner, the Federal Government's Geologist. The Board have to regret that later efforts to develop the field of operations proved so unsuccessful. In the light of Mr. Lock's exhaustive report, this is not so much to be wondered at. As shown in paragraph 23, the best development at any time was undoubtedly at Jalisi. Yet even there it must be admitted that the thousands of feet of driving and cross-cutting signally failed to prove the existence of a permanent and payable body. Mr. Lock significantly adds:—"There seems to have been no main fissure, or joint, or contact plane on which a strong lode could form." This unromantic work has brought our funds to so low a point that it was deemed necessary to send instructions to the mines to "shut down" before our resources were quite exhausted. At the same time it was thought advisable, before presenting a statement to the shareholders, that we should obtain a thoroughly reliable and independent report on the concession, both in order to explain, if possible, the reasons for the constant giving out of payable patches of ore and also to enable the shareholders to form an intelligent idea of the true position of affairs, so that they would be able to come to a decision as to the future of the Company on this occasion. I do not propose to go now further into detail in reference to the mines or their working, because we shall presently take occasion to do this. I will therefore first ask you to pass the report and statement of accounts for the year ending 31st December last.

Mr. S. A. JOSEPH seconded, and the motion was agreed to.

Mr. McCUBBIN moved the re-election of Mr. R. C. Wilcox and Mr. Kerfoot Hughes as directors for the ensuing year.

Mr. E. W. TERRY seconded, and the motion was passed unanimously.

Mr. KADOORIE proposed the re-election of Mr. Hutton Potts as auditor.

Mr. T. F. HOUGH seconded, and the motion was agreed to.

The CHAIRMAN:—Gentlemen, that business having been disposed of, we have now to consider the future, but before making any proposition or even laying before you the alternatives that confront us, it would be well, I think, that you should hear what Mr. Hughes has to say of his experience at the mines and of the result of his observations, which I am sure he will give you with great pleasure.

Mr. W. KERFOOT HUGHES then addressed the meeting. He said:—Gentlemen, I think we might usefully pass over the subjects referred to by Mr. Lock in the first part of his report, for the reason that it deals with matters which do not immediately concern us. I agree with Mr. Lock regarding the mode of future treatment of the clayey surface subsoil at Kalimpong and at Swah. The work should be done as suggested in paragraphs 28 and 29 in a puddling machine, erected on the spot there being abundance of water at both places. The hill at the North end of the Swah valley which divides this valley from the Batu valley is considered to be the line where the country assumes a more normal character, and which would form the southernmost limit of our future field of operations wherein genuine mining development work would be done. I shall therefore confine my observations to the central zone of this area, and endeavour to prove that the opinion given in Mr. Lock's report, paragraphs 31 to 37, has seriously enough since neither authority ever met the other, been confirmed by a report which was written in 1890 by Mr. H. M. Becher, A.R.S.M., an eminent mining expert, and the most energetic and enterprising Manager which the Punjon Company ever had the courage to engage. Bukit Glangga.—Mr. Becher referring to this outcrop remarks:—"Going northwards from the Kalimpong district and passing through the valley of the Hulu Swah and its tributary streams, throughout which the presence of gold is evident from the numerous traces of former Chinese and Malay surface workings, quartz drift is found almost continuously along the road, and at a distance of three miles from Jalisi it appears in the powerful outcrop of Bukit Glangga. Here again considerable well directed prospecting work has been done, mostly in the less expensive form of costeaning trenches across the cap of the quartz outcrop, which is identical with the back of the hill ridge and follows the crest of this continuously for half a mile or so in the length of its course. A single tunnel has been driven at a convenient spot to reach the greatest depth available with the least horizontal distance, viz., 200 feet, and this has most distinctly proved the quartz, to all appearance a well formed lode of regular continuity

at 90 feet below the surface. This prospect is one of the finest looking and most encouraging on the concession. The lode, as we must call it, measures 2 feet 6 inches in width, strikes almost due N. and S., and dips distinctly with clean walls 60 degrees West. As elsewhere, the country rock is clay slate, much discoloured near the lode, on the hanging wall of which is the same schistose rock more or less decomposed, which characterises the whole formation. The quartz too looks most favourable for gold, being stained with iron and manganese and carrying a small quantity of pyrites disseminated through it. As elsewhere, however, this quartz shows an average of low auriferous grade, though samples from some parts give comparatively good results, which encourage one to continue exploration in hope of striking it rich at another part of its course. Northwards on the descent of the hill from Bukit Glangga this outcrop disappears, and then another lode is found at the head of a small stream known as Sungai Trinn. Mr. Lock in his report para. 33 refers to Bukit Glangga as a large reef not less than 6 feet wide where it outcrops, but says that not enough work had been done to convey a true impression as to the stability of the body, but that further work on it might be suspended till more promising points have been tried. No doubt Mr. Lock's reason for saying so was owing to the collapse of the tunnel and to the dense overgrowth of jungle which obscured all trace of former workings. It was therefore impossible for Mr. Lock to see and judge of more than the very small portion of the reef quite recently exposed to view. Primarily referring to this reef, Mr. Becher furthermore stated that:—“Having a fine mass of quartz is found three feet in thickness, striking N. W. S. E., and vertical. A short tunnel follows it into the hill side, at the mouth of which a good prospect of gold was got.” Mr. Lock's report, para. 34, refers to this quartz reef as not being so large at the outcrop as the Bukit Glangga reef, but is distinctly good looking stone. Samples from it were broken by him at two points, about 100 yards apart, which assayed 6½ dwt. and 5½ dwt. respectively. Mr. Lock concludes by saying that this certainly merits being followed up and thoroughly prospected. Chindras. Mr. Becher in referring to this district remarks:—“Another somewhat outlying district which, in my opinion, promises better than most parts of the concession, is Chindras, which lies further east than the localities I have included in Bukit Sarung district, at the head of a tributary of the Tualang River, the valleys of which, too, are worthy of further attention as known to contain alluvial gold. At Chindras a party of Chinese tributers have been streaming for about two years in a small way and near their workings is a very promising outcrop of the characteristic black slate and quartz formation almost similar to Jalis in appearance, and which gave some very good samples in prospecting. This is known as Sungai Rawa. Comparing the above with para. 32 in Mr. Lock's report and from the appearance of the heavy reef gold brought in by the tributers, up to the present time, there cannot be a doubt that the matrix carrying such gold must be exceedingly rich and will be found by persistent development work, and this is what Mr. Lock suggests by desiring to see a systematic testing of what he describes as a very strong and permanent-looking quartz reef 3 to 4 feet thick, carrying much mineral and having well-defined walls. Mr. Becher in conclusion refers to the Bukit Sarung district, which is situated at the head of the Tualang River and runs in a north-westerly direction. He adds:—“Bukit Sarung lode itself is one of the most disappointing of our discoveries, being strong and massive in appearance, but of the poorest description of quartz. Still there has been much alluvial gold got in the valleys round about this outcrop, and in the continuation of its strike north-westwards, at a place called Gabau, the prospects appear more encouraging, and to the eastwards of Bukit Sarung prospect workings have proved other powerful outcrops at Bukit Kota, Bukit Tuba, and Sungai Ketch; and the auriferous formation is traced in its extension north and westwards to the vicinity of the limestone cliffs called Gua Sai and Gua Bana. In reference to these and other places Mr. Lock in para. 37 also informs us that the list of already discovered lodes is by no means exhausted, in fact, that the northern portion of the estate, especially towards Gua, where a very striking limestone formation exists, is strewed with lodes. The Manager's annual report for last year, which is printed on page 2 of the Report now presented to you, para. 4, also tells you that the chief feature of the year has been the location of a large quantity of crushing stuff, and of extensive alluvial deposits, in the Gua district. The discovery of two promising reefs, one at Bukit Prenoh, which is 2 feet 6 inches thick, carrying good gold; and the other reef, which is a distance of 12 miles to the south-east of it, and from which traces of gold can be obtained from any portion of the lode, which is 7 feet wide. Gabau.—Here again Mr. Lock points out in para. 35 in his report, that quite pretensions work had been done, and that two tests were made by him of the shaft stone which is lying at grass in obscure heaps, assayed 1½ dwt. and 4 dwt. respectively, and adds, that it would be folly to neglect further investigation. Messrs. John Taylor and Sons, a distinguished firm of mining engineers in London, reported upon the Gabau district, and the shaft allusion in Mr. Lock's report was the outcome of their recommendation. Messrs. John Taylor & Sons in their report stated:—“That the one and all important work that is strongly recommended to be vigorously proceeded with is the sinking of a shaft on the Gabau lode, as the future of the mine depends on the development of the lode in depth. Small prospect drifts should also be put in at likely places, and prospecting work generally should be carried on because it is reasonable to expect the discovery of other

valuable reefs. The fact that the leaders and clay formation overlying the cap of the lode have already produced nearly 500 ozs. of gold augurs well for the future prospects of the Gabau Mine and the extensions of same, and is of itself sufficient inducement to incur the necessary expenditure for the erection of machinery, and for the development recommended, seeing that the continuity of quartz matter in vein shape has been opened up for a length of 1,300 feet has already been fairly well proved by the different tunnels and workings thereon. We think that there is every probability of a successful mining enterprise being established at Gabau, if our recommendations are carried out. The indications and facilities for economical development both at Mulamat and at Sungai Rusa are also of a very encouraging nature, and fully justify further exploration at those centres.” Assays made by them of many samples taken from various parts of these workings gave very good results; the best was from two samples taken out of the upper tunnel at Mulamat, which gave 602s. 21gr. and 202s. 20gr. respectively. The highest of the Gabau samples was 202s. 4dwt. 22gr. being the average of two assays made of ore broken in the No. 1 Main Cutting; the next was from the Intermediate level, which yielded 10s. 7dwt. 18gr. and 17dwt. 23gr. respectively for the two samples tried. There were besides 7 other samples taken from several places on the mine which gave 11dwt. 10gr.—3dwt. 22gr.—2dwt. 14gr. and 1dwt. 7gr. for ton. The sample from Sungai Rusa assayed 5dwt. 5gr. It is true that you have heard from time to time of equally good, if not even of better results than these, but you must remember that these were obtained from rich patches in the disturbed auriferous land which we are now forced to abandon upon the assurance of a geological expert opinion that it was unlikely, if not impossible, for a permanent lode or reef to exist, and which is confirmed by a sad experience, as we have signally failed to find any after many years of diligent search. Now, gentlemen, you have heard the opinion of Messrs. John Taylor & Sons upon the Gabau Mulamat, and Sungai Rusa districts, and what Mr. Becher and Mr. Lock—two eminent mining experts—have had to say upon other portions of your concession, the northern section of which contains many strong reefs as distinguished from the auriferous patches hitherto worked southwards, where our attention has been concentrated, and as you have heard, where it was unlikely that a permanent or strong lode could form. These opinions seem to be sufficiently encouraging to warrant a further test in the more settled country in the north, but what the result of such a test would be, I am not expert enough to tell, though from the appearance of the various outcrops and reefs referred to, which I have been to see, examined, and questioned the miners in regard to them, I am not afraid, personally, to venture on this new enterprise and to put money and work into it, and can hardly imagine that you will willingly allow your claims and chances of future profit to lapse without an attempt to at least prove the most important of these reefs. I may add that the Government of Pahang are at present favourable to an initiation of an active policy in genuine development work and would probably be disposed to grant State aid to carrying on bona-fide mining work, provided we can show that we have the working capital necessary to develop some of these reefs. The question therefore resolves itself into this:—Are you prepared to go on, or are you going to allow some other Company to develop these reefs, discovered during years of costly work which has been done at your expense?

The CHAIRMAN:—Gentlemen.—You have now heard what Mr. Hughes had to say about your property. He has compared the remarks of Mr. Lock on the promising country with those of earlier authorities, and has found in them strong points of agreement. You now know, as well as the Directors can know or can tell you, the best and worst of your property. It remains for you to say what you will do with it. Before I go further, however, it may be as well to remind you that if our impetuous condition had not brought us to a full stop, the attitude of the Pahang Government in reference to the labour clause of our lease would necessarily have done so. As you are no doubt aware, this clause provides for employment on the workings of a certain number of hands. This is inserted, very wisely, in all mining leases as a precaution against speculators acquiring such leases and holding them merely with a view to gaining an unearned increment on the value. Well, I am bound to confess that never at any time in the history of the Company, have we been able to properly comply with the requirements of the Labour Clause, but the Government, so long as it saw we were endeavouring to develop our concession, did not press for a penalty or seek to unduly hamper us. They knew that we had put far more dollars into the soil than we were taking out, and they possessed their souls in patience. When, however, it became apparent to them that we were near the end of our resources, and that the efforts of the Company were confined to surface work (this has latterly been the case) then they became imperative, and they now require that we shall furnish sufficient capital to develop the concession or that we shall surrender the whole or at any rate a portion of our concession. In fact it has become imperative that we should surrender a very large portion of our concession; but as a matter of fact we should lose very little by doing so. Since the postponement of the meeting, we have received from the Resident-General of Pahang a letter dated May 17th, in continuation of some correspondence had with Mr. Hughes whilst he was at Singapore, and I will read to you the concluding portion of it:—“His Excellency, after full consideration of the

subject, came to the conclusion that no extension of time can be given, but that if prior to the 1st September next the Puhang Mining Company apply for a fresh concession of, say, 10 square miles within the area of their present concession, and can show that they can find sufficient capital for properly developing such concession, their application will receive favourable consideration with a view to the issue of a lease under the mining enactment in force at the time, the existing lease being cancelled.” In any case the authorities did not intend to continue to allow the Company so large a concession unless we are prepared to comply with the labour clause, and we could never comply with those clauses because we should probably never have sufficient capital to do so. With regard to the area of ten square miles, it would be possible to include in that nearly all the valuable reefs and lodes referred to by Mr. Hughes with the exception of Mulamat and Sungai Rusa, as they are all in a straight line extending due north from our headquarters. This, gentlemen, therefore is the position. We must either subscribe fresh capital or give up the lease and liquidate. The assets you possess are valuable if you intend to employ them, but I must point out to you that most of them are either of an unrealisable character or else they can only be realised at a great loss. Thus you have at the mines various roads, bridges, and buildings, all of which cost much money to provide, but none of such assets would produce anything to speak of. Then the tramway, trucks, bullock carts, live stock, machinery, mill plant, timber, and stores would not realise anything like their cost. Finally the preference shareholders would take whatever small dividend there might be to receive. If, on the other hand, you decide to reconstruct you can start clear with a valuable property, a certain amount of plant ready to hand, a magnificent water power, and no liabilities beyond that represented by the shares, and you could write down the value of these to a figure on which it should not be difficult to pay dividends. I am not here to-day as a partisan; I am here to record your decision and see it carried into effect. I have endeavoured to make the alternatives perfectly clear to you. You will recognise without difficulty that there is no middle course open to us. Of course we can do nothing definite to-day beyond taking a show of hands on the course that commends itself to the meeting, and I should be glad to hear from shareholders which plan they are in favour of—voluntary liquidation and winding up, or voluntary reconstruction and reconstruction, transferring all the property to the new company.

Mr. JOSEPH: Has the Board any plan to lay before the shareholders?

The CHAIRMAN: Yes; it is simply this. To form a new Company to have a capital of \$300,000 in 100,000 ordinary shares of \$3 each, \$2 paid up, and the balance to be called up at the discretion of the directors. The capital to be issued as follows:—

60,000 shares to the present ordinary shareholders in exchange for their existing scrip on payment of \$2 per share, with a liability of \$1 remaining.

18,000 shares (fully paid up) to preference shareholders in exchange for their \$1 shares and interest accrued thereon.

22,000 deferred shares, of the value of \$3 each, to be offered to the public at a small premium.

Mr. JOSEPH: Don't you think it would be better to liquidate the old Company altogether, and leave the shareholders to take shares in the new Company if they like? Under the plan you propose they will be dragged in whether they wish it or not.

The CHAIRMAN: The proposal would have to be adopted by a three-fourths majority of the shareholders before it could be acted upon. I am afraid it would be rather difficult to carry out the plan you suggest, Mr. Joseph. What is more, you would lose a great deal of time, and time is of importance, as according to the notice we have received from the Pahang Government we must come to a decision by the 1st September.

Mr. JOSEPH: I want to know whether, under your plan, a shareholder if he does not want to participate in the new company will be compelled to join?

The CHAIRMAN: We might purchase his shares at market value.

Mr. JOSEPH: Suppose he wants to leave his claim?

The CHAIRMAN:—He could do so.

Mr. JOSEPH:—It would not be compulsory on him.

The CHAIRMAN:—The shares would lapse.

Mr. T. F. HUGHES: Don't you think an alternative scheme might be considered under which we might escape the expense of liquidation and the delay by having another issue of preference shares on the same lines as the existing preference shares, but having only a second claim?

The CHAIRMAN: I should be very favourable to that if I thought there would be any chance of their being subscribed.

Mr. JOSEPH remarked that the whole of the original preference shares were not taken up.

Mr. HUGHES said he had no resolution to propose, but it had just occurred to him that the expenses of liquidation might be avoided and the necessities of the case met, by an issue of preference shares to have a second claim on the assets.

The CHAIRMAN:—I am afraid, Mr. Hughes, your proposal is quite impracticable for several reasons. First of all, it would be very difficult to get the shares subscribed, because they would only come after the present preference shares, and the assets would not be sufficient to satisfy the first preference shareholders. In the second place, I am afraid the Pahang Government would say that any amount we are likely to get under that plan would be too small to carry on

development work on anything like a reasonable scale. In mining on reefs you will have to do a good deal of sinking; it would not be scratching the earth in future. I regret myself that Gabau was abandoned. It was abandoned by our late manager—or rather before he was appointed, because it was thought that they had sunk deep enough, and other prospects had seemed to the Board as well as to the mining managers more valuable and less speculative. Another reason for abandoning Gabau was its distance from the mill, which rendered transport of the ore expensive and difficult. The miners' houses too were situated at a great distance, away, and the mine-charge got rather disheartened, probably because he was alone, and he advocated giving up the shaft. Had we retained it, however, we should have had to lay a tramway to the mill.

Mr. HUGHES: You suggest giving the preference shareholders fully paid-up shares in the new company. Now is it not possible to arrange for those who have borne the heat and burden of the day to have some concession made to them? If you are going to keep on bleeding them you will have great difficulty in getting money, sir.

The CHAIRMAN: I see that difficulty.

Mr. HUGHES suggested that holders of fully paid-up shares might be given a concession of, say, one free share in the new company for every five.

The CHAIRMAN:—I was thinking whilst you were speaking that something might be done in this way, though I am not very much in favour of it myself—say that the present shareholders should get their shares for \$4 and one dollar be considered as already paid. I quite sympathise with the ordinary shareholders, but I do not see how it is possible to give any special consideration to the ordinary shareholders.

Mr. HUGHES: You won't get the money unless you do.

The CHAIRMAN: The whole matter is difficult.

Mr. HUGHES: There are men on your registers who for the last twenty years have been paying, paying, paying, and they are called on again without anything being given them, but the preference shareholders are to be paid for their preference shares and to get accrued interest as well.

The CHAIRMAN: That is in the nature of things. The shareholders knew they were giving away their security when they issued preference shares, and we must stand by it.

Answering Mr. Joseph, the CHAIRMAN said they might perhaps suggest to the preference shareholders that they should accept ordinary shares with \$2 paid up, and a liability of \$1.

Mr. JOSEPH: I do not think they will accept it. Have you consulted them?

The CHAIRMAN: No.

Mr. JOSEPH: Suppose they say, “We won't accept your terms; we want cash,” you can't force them?

The CHAIRMAN: No; we cannot force them. The preference shares are held by a comparatively small number of persons. We might call a meeting of them and see whether they would accept such a proposition.

Mr. JOSEPH:—Would a majority decide?

The CHAIRMAN:—Yes, I think so. I cannot give you a legal opinion. It is possible that a minority would refuse to accept, but then I think they would come under the Limited Liability Companies Acts, which would compel them to accept the market value of their shares. If you have any concrete scheme to propose we shall be happy to receive it in the meantime. The only thing we can do now is to take the sense of the meeting as to whether liquidation and reconstruction is desirable, and if that resolution is passed—it would not bind us to anything—we should call a meeting and submit resolutions. The Board would be glad if the shareholders would nominate two or more of their number to consult with and assist the directors by suggestions as to the details and terms on which the new Company should be formed. Subject to that I will propose:—“That this meeting is in favour of voluntarily winding up the present company and transferring the same to a new company to be formed, the terms and conditions to be arranged.”

Mr. JOSEPH seconded, and the resolution was agreed to.

It was suggested that Mr. Joseph and Mr. Kadoorie should assist the directors with advice, but neither seemed anxious to serve, and Mr. Kadoorie expressed the opinion that the directors could manage the business themselves.

The CHAIRMAN said that if the shareholders preferred for the purpose of receiving suggestions as to the terms and conditions on which the new company should be formed, that being all the business, he thanked them for their attendance.

EASTERN EXTENSION TELEGRAPH CO.

The gross receipts of the Eastern Extension Telegraph Company for the half-year ended December 31st last have amounted to £265,259, against £237,553 in 1902. The working expenses, including £33,400 for maintenance of cables, absorb £142,149, against £121,809 for the corresponding period of 1902, leaving a balance of £122,810. From this is deducted £4,473 for income tax, £12,512 for interest on debenture stock, and £105,854. After adding £71,036 brought forward from the previous half-year, there is an available balance of £176,890. As already announced the total distribution is 7 per cent. for 1903. The balance of £14,890 has been carried forward. The further contract with the Netherlands-Indian Government for laying some additional short cables in the Java seas has been satisfactorily carried out. The directors deemed it advisable, in the interests of the company, that a representative of the board and the general manager should make a tour of inspection of the company's stations abroad, and in the colonies, and accordingly, the Hon. Mr. George Peel and Mr. P. E. Hesse left London in November last for this purpose. They have just been visiting Singapore, Penang, and the cable station at Direction Island, in the Cocos group.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.

17A, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)

HONGKONG SANITARY BOARD.

A meeting of the Board takes place this afternoon.

ORDERS OF THE DAY.

1. Minute by the Medical Officer of Health recommending that certain old wells in Nos. 122 and 126, Queen's Road Central, respectively, be closed.
2. Minute by Dr. Barnett recommending that the nallah running by the West side of the racecourse be drained.
3. Application for a modification of the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 2 and 31, Station Street, Mong-ko-tai.
4. Application for a modification of the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of No. 83, Temple Street, Yau-mat.
5. Application for exemption from the provision of back-yards, in respect of Nos. 140 to 150, Reclamation Street, Yau-mat.
6. Application relative to the question of External Air, in respect of No. 5, Sun Wai Lane, 2nd floor.
7. Application for a modification of the requirements of Sub-section 2 of Section 188 of the Public Health and Buildings Ordinance, 1903, in respect of No. 30, D'Aguiar Street.
8. Application for exemption from the provision of back-yards, in respect of Nos. 4 to 32, Station Street North, Mong-ko-tai.
9. Application for exemption from the provision of back-yards, in respect of the ground floors of Nos. 90 to 103, Kramer Street, Tai-ko-tai.
10. Application for exemption from the provision of open spaces, in respect of No. 149, Des Vaux Road and No. 117, Bulkeley Street, Hung-ho.
11. Further correspondence relative to the provision of further washing accommodation in certain common lodging houses.
12. Further correspondence relative to the proposed erection of a urinal in the Engine-house at the Peak tramway terminus, with plan attached.
13. Report of the Colonial Veterinary Surgeon for the year 1903.
14. Further correspondence relative to the application for renewal of a fat-bolling licence, in respect of No. 1, Shuang On Lane, ground floor, Hung-ho.
15. Applications for licences or the renewal of same as detailed below:—
Fruit—No. 523, Queen's Road West.
Boat—No. 7, Wing Fung Street.
Fish—No. 45, Sai Wan Ho.
16. Mortality Statistics for the week ending 14th May 1904.
17. Line-washing Return for the fortnight ending 24th May, 1904.
18. Rat Return for the fortnight ending 30th May 1904.

SHIPPING NOTES.

WEATHER.

Fine weather prevails.

The S.S. *Chitose* from Singapore and the *Koria* from Cebu report good passages. The *Siam* from Saigon experienced calm and light air to Penang, thence to port fresh N.E. wind and squalls. The *Chung Ching* from Singapore reports light easterly winds to Hoilow, fresh N.E. wind onward. The *Zefiro* from Hoilow reports light to moderate N.E. winds throughout, sea smooth. The *Kuei yang* from Chinkiang met with variable airs and fine weather. Then the *Taurus* from the west reports “glorious weather.”

MISCELLANEOUS.

The S.S. *Burder Knight*, Capt. E. Dalton, arrived from London yesterday with 4,600 tons of general cargo. She has 45 cases of sulphuric acid.

The S.S. *Sinona* arrived from Mororan yesterday with 5,200 tons of coal for Messrs. Dowell & Co.

The S.S. *Optimal* arrived from Molt yesterday with 1,850 tons of coal for the M. B. K.

The S.S. *Tauo* (a Norwegian freighter) arrived from Barry yesterday with 2,800 tons of coal for the M. B. K.

The S.S. *Shensi* arrived from Saigon yesterday with 2,300 tons of cargo for Messrs. Butterfield & Swire.

THE NEW ITALIAN LINE.

As a result of the difficulties experienced by the Navigazione Generale Italiana with the Italian Government in regard to the continuance of subsidies, the Directors of the Company have decided to consider the multiplication of the Mediterranean service, and the establishment of new overseas lines, including one across the Indian Ocean to Japan. The new steamers may be expected to begin running here after September.

MARINE TRADE IN THE EAST.

The marine correspondent of the *Times* writing on the 25th April, remarks: The British steamer *Eden Hall*, from Shanghai, is reported off Singapore, and it is understood that she is bound for Rangoon. The war risk underwriters, to whom notices of abandonment have been given in connection with the vessel's alleged detention at Port Arthur, declined recently to enter into any arrangements for working the steamer or to give any authority in the matter. The opportunities for the remunerative employment of steamers in the Far East are now so numerous that the owners were apparently unwilling to let the *Eden Hall* lie idle at Shanghai. Little business is now being done in war risk insurances, and that little at low rates. Coal steamers via the Cape to Japan are being insured at 10s. and 12s. 6d. per cent. Steamers with provisions from San Francisco are insured at 10s. per cent, and those with oil from the Eastern States to Japan at 5s. per cent. The hull and cargo of the Pacific Mail Steamship Company's *Colon* are definitely reported to be totally lost. The hull, valued at £35,000, was insured in London to the

extent of £15,000, and the cargo, valued at £20,000, at least, was principally insured in America.

STEAMER MOVEMENTS.

The Imperial German mail steamer *Oldenburg* left Shanghai on Tuesday, 9 a.m., and may be expected here on Friday, a.m.

The Shire Line steamer *Monmouthshire* left Shanghai on Tuesday afternoon, and is due here on Friday morning.

The Boston Steamship Co.'s steamer *Tremont* arrived at Yokohama on the 28th ult.

The Boston Toyboat Co.'s steamer *Lynx* left Victoria (B.C.) for usual ports on the 31st ult.

The C.P.R. steamer *Tartar* left Yokohama on Tuesday, the 31st ult., p.m., for Victoria and Vancouver.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

“YEBISU.”

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [1]

ROYAL

BAKING POWDER

Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by
Royal Baking Powder Co.
NEW YORK, U. S. A.

1675

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

[28]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.R.C. 5th Ed. Lister's.

P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

WANTED.

BOARD and RESIDENCE by European Man with Private European Family, by month. State Terms and Location.

Apply to—
BOX 3,
Care of Daily Press Office,
Hongkong, 2nd June, 1904. [1399]

CONSIGNEES WANTED.

THE Norwegian steamer "TAURUS" having arrived from Barry, with 2,850 Tons CARDIFF COAL for Hongkong, the Consignees of same are hereby requested to communicate immediately with the undersigned.

BRADLEY & CO.,
As Agents.

Hongkong, 2nd June, 1904. [1404]

THE HOLLAND-CHINA TRADING COMPANY have CEASED from today to act as AGENTS, and the Agency will henceforth remain in my own hands.

HEAD AGENT,
J. ALEXANDER BUILDINGS,
Alexandra Buildings,
Hongkong, 2nd June, 1904. [1400]

NOTICE.

NOTICE IS HEREBY GIVEN that CHING SING WOON and CHUN ON, COMPRODOR and ASSISTANT COMPRODOR respectively, to the undersigned, will CEASE to be EMPLOYED by our Firm on 1st August, 1904. No payment of money due to our Firm should be made to the said CHING SING WOON and CHUN ON after the date of this notice.

All persons having any debts, claims or demands against the undersigned are requested to send in particulars thereof in writing before 15th June, 1904.

H. J. ADAM ESMAIL & CO.,
Hongkong, 1st June, 1904. [1405]

THE PEAK CHURCH.

THE ANNUAL MEETING of the Worshipers at the Peak Church will be held in ST. PAUL'S COLLEGE on TUESDAY, JUNE 7th, at 5.30 p.m.

Business:—
1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Committee.

F. T. JOHNSON,
Hon. Secretary.
Hongkong, 1st June, 1904. [1401]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

APPLICATION has been made to the General Managers of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate certificates of 200 shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—
No. 379 " 25 shares
No. 380 " 50 " "
No. 381 " 50 " "
No. 550 " 25 " "
No. 875 " 50 " "
200 shares

have been lost or stolen.

It is not known if such certificates were issued by the office of the Company in the Colony of Hongkong or by the office in London, and consequently the numbers of the shares cannot be given.

Notice is hereby given that if within 30 days from the date hereof no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for a duplicate.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 1st June, 1904. [1406]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG, LONDON AND STRAIT.

THE Steamship

"FLINTSHIRE,"
Captain J. M. Haffner, having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.15 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 1st June, 1904. [1402]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.

THE Company's Chartered Steamship

"BORDER KNIGHT,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, the 1st inst.

Goods not cleared before the 7th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 10th inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA,
Hongkong, 1st June, 1904. [1396]

NEW ADVERTISEMENT

"SHIRE" LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"PLINTSHIRE,"
Captain J. M. Haffner, will be despatched for the above ports TO-DAY, the 2nd inst., at 5 p.m.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"MONMOUTHSHIRE,"
Captain H. N. Vyryan, will be despatched for the above ports on or about FRIDAY, the 3rd inst., at 5 p.m.

The above steamers have superior accommodation for passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1904. [1378]

INTIMATIONS

WANTED.

PARTNER for an Old Established Civil and Mining Engineer, Architect and Surveyor business in Manila, P.I.

Apply to—
ENGINEER,
Care of Daily Press Office,
Hongkong, 1st June, 1904. [1374]

WANTED.

VACANCY in a Large Company is open to a man who can give good references and proper bond.

Apply to—
VACANCY,
Care of Daily Press Office,
Hongkong, 1st June, 1904. [1335]

WANTED.

BY an English Speaking Chinese Gentleman, a Situation as PRIVATE SECRETARY and INTERPRETER to English or American Tourists travelling in China or elsewhere.

Moderate salary. Best references.

Apply to—
T. C.,
Care of Daily Press Office,
Hongkong, 16th May, 1904. [1320]

BOARD and RESIDENCE suitable for Young Gentlemen on higher levels.

Apply to—
"T,"
Care of Daily Press Office,
Hongkong, 31st May, 1904. [1373]

A. LING & CO.,

FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.

65, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [137]

TONG CHONG & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.
Hongkong, 28th May, 1904. [1337]

AMOY ENGINEERING CO., LTD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron Molder charges. Work solicited.

J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [1450]

THE AMERICAN SYSTEM

DENTISTRY

Dr. M. H. CHAUN.

27, DES VŒUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania U.S.A.
Hongkong, 10th March, 1903. [164]

MAIL TABLES

FOR 1904.

Mounted on Card ... 30 cents
Paper ... 20 cents

On Sale at the Daily Press Office,
Hongkong, 5th March, 1904

NOTICES OF REMOVAL

A. S. WATSON & CO., LIMITED.

THE REGISTERED OFFICE of the above Company has This Day been REMOVED TO ALEXANDRA BUILDINGS, DES VŒUX ROAD, 2ND FLOOR.

A. R. MANCILL,
Secretary.
Hongkong, 23rd May, 1904. [1317]

NOTICE OF REMOVAL.

THE OFFICES of the undersigned have This Day been REMOVED from No. 36, Queen's Road Central to ALEXANDRA BUILDINGS.

EWENS & HARTSON,
Solicitors.
Hongkong, 30th May, 1904. [1363]

MADAME FLINT & CO. beg to notify their clients that they have secured more commodious premises (No. 4, DES VŒUX ROAD, next door to the Hongkong Bank), and will move therein this week.

During this period they will be compelled to close business, but the appointments made with Ladies for Dresses will be kept at the old address, CONNAUGHT HOTEL.

Hongkong, 31st May, 1904. [1386]

NOTICE OF REMOVAL.

REMOVAL of the stores doing business under the Firm style name of CHUNG CHONG & CO. from Kuan Wa Ma Street, Ho Nam, to NGA CHAU STREET, SI YOK.

This Firm consists of four (4) partners only, whose names are subscribed to this notice. No other person or persons are authorised to transact business in the interests of this firm.

CHUNG CHONG & CO.
LA SUN CHAN.
LEE HANG FONG.
LEONG SOO MING.
QUAN KIN GEE.
Hongkong, 31st May, 1904. [1375]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO-DAY (THURSDAY),
the 2nd day of JUNE, 1904, at 2.30 p.m., at his SALES ROOMS, QUEEN'S ROAD,

SUNDAY HOT SEED and OFFICE FURNITURE, CROCKERY and GLASSWARE, MIRRORS, PICTURES, ORNAMENTS, PIANO, CORNET, and COOKING STOVES;

Also
ONE ENGINE and BOILER, ONE ENGINE MODEL, TWO GAS TAPS and DIES, ONE BORING MACHINE, TOOLS, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 31st May, 1904. [1376]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell (for account of the concerned) the following:—

VALUABLE LEASEHOLD PROPERTY, situate at Victoria, Hongkong,

by
PUBLIC AUCTION,

In One Lot
TO-DAY (THURSDAY),

the 2nd day of JUNE, 1904, at 3 o'clock p.m. This Property is known as No. 6, Ladder Street Terrace, and consists of:

ALL THAT ONE PARCEL of Ground registered in the Land Office as SECTION G of INLAND LOT No. 338, held for the residue of a term of 99 years from the 14th day of May, 1855.

Annual proportion of Crown Rent, \$133. Area, 822 1/2 square feet or thereabouts.

The property can be let for \$9 a month. Particulars and Conditions of Sale may be obtained from the Undersigned, or

Mr. JOHN HASTINGS,
No. 2, Wyndham Street,
The Vendor's Solicitor.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 30th May, 1904. [1365]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on
MONDAY,

the 4th JUNE, 1904, commencing at 2.45 p.m., at No. 27, CONDUIT ROAD,

A COLLECTION OF
JAPANESE CURIOS,

Comprising:—
DAMASCENE, CLOISONNE and SATSUMA VASES, BOXES and BOWLS,

KANGA and KUTAIN PORCELAINWARE, SILK EMBROIDERED SCREENS, T-SERFS, &c., &c.

On View from Thursday, the 2nd JUNE. Catalogues will be issued.

TERMS:—Cash on delivery.

On View from Saturday, the 4th JUNE, 1904.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 31st May, 1904. [1360]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on
MONDAY,

the 4th JUNE, 1904, commencing at 2.45 p.m., at No. 27, CONDUIT ROAD,

VALUABLE HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogues).

TERMS:—Cash on delivery.

On View from Saturday, the 4th JUNE, 1904.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 31st May, 1904. [1360]

SIEN TING.

SURGEON DENTIST.

No. 10, LAGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [9]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I., A.B.C., Ceolts' and Engineering Code.

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 630 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 12 TONS GROSS, Fitted with POWERFUL SALVAGE PLANT, READY AT SHORT NOTICE.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bollers.

Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [3943]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

DULEY'S, SCHULZE'S, AMBERITE

CARTRIDGES 8, 10, 12, 16, and 20 BORE,

and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 33SG. AIR GUNS and AMMUNITION in Variety.

WM. J. SMITH & CO.
Hongkong 28th November, 1902.

PUBLIC COMPANIES

THE CHINA LIGHT & POWER COMPANY, LIMITED.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, on THURSDAY, 9th JUNE, 1904, at 11.30 a.m., for the purpose of receiving Statement of Account, and the Report of the General Managers for the year ending 29th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 6th, to THURSDAY, 9th JUNE, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 30th May, 1904. [1377]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the OFFICE of the COMPANY in ALEXANDRA BUILDINGS, on WEDNESDAY, the 15th of JUNE, 1904, at 11 a.m., when the subject of resolution which was passed at an Extraordinary General Meeting of the Company held on the 31st of May, 1904, will be submitted for confirmation as a Special Resolution.

RESOLUTION.
That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each.

By Order,
A. H. MANCILL,
Secretary.
Hongkong, 31st May, 1904. [1388]

LOST.

ONE OFFICIAL SHIP'S REGISTER of the American Schooner "U. S. LEEDS." Finder please return same to the Office of the Daily Press and receive reward.

Manila, P.I., 2nd May, 1904. [1357]

REVOCATION OF POWER OF ATTORNEY.

THE CHINAMAN GAN KANG SOE, Trader of Samarang (Java) has revoked all Powers of Attorney given to KUNG TONG DEANG (also written KANG TONG CHEANG) of Amoy, carrying on Business under the Style or "HANG KEE HONG," especially the power of attorney given to him by dated 26th December, 1902, passed before the temporary acting notary at Samarang, J. H. A. van Dornveld.

J. G. L. HOUTHUYSEN,
Notary Public at Samarang.
Hongkong, 3rd May, 1904. [1172]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 29th May, 1904. [1299]

DAVID CORSAK & SONS

MERCHANT NAVY

NAVY BOILED

ONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.,
Sole Agents

3486

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in

MAHLE and GRANITE

MONUMENT

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

INTIMATIONS

THE

ROBINSON
PIANO Co. LD.

INVITE INSPECTION OF SOME

SPECIALLY FINE

SAMPLES OF

UPRIGHT PIANOS

BY

RACHALS.

STUART. & C.

AND

BABY
GRANDS

BY WINKELMANN

(ESTAB. 1837)

THEY ARE ONLY 5 FEET LONG,

OCCUPYING THE SPACE OF A

COTTAGE, BUT WITH THE FINE

APPEARANCE AND TONE OF A

FULL GRAND.

Hongkong, 23rd May, 1904.

THE

JOB PRINTING

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MARBLING, ETC.,

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A SPECIALITY, AND AT PRICES

WHICH COMPARE FAVOURABLY

WITH ANY OTHER PRINTING ESTA-

BLISHMENT IN THE FAR EAST

ESTIMATES FURNISHED.

Hongkong, 1904.

THE CATASTROPHE OF THE
"PETROPOLYOVSK"

THE WORST IN MODERN TIMES.

The terrible death-roll on board Admiral Makarov's ill-fated flagship, the *Petropavlovsk*, off Port Arthur has established a record in the history of modern naval catastrophes. It stands by itself as the most terrible loss of life at sea in any Navy for upwards of a century. The following is a summary of some of the more memorable disasters of recent times to single ships which come within the same category as the case of the hapless *Petropavlovsk*—

In the *Victoria* disaster of June, 1893, stunning and appalling as that was in its awful suddenness, the loss of life was less than half that is said to have taken place on board Admiral Makarov's ill-fated ship. The *Victoria* remained afloat from the time she was rammed by the *Campden* to the moment of capsizing for ten and a half minutes, according to the watch of her navigating officer, Staff-Commander Hawkins Smith. The *Victoria's* death-roll was 321 drowned. Those rescued numbered 338.

There is this in common between the two disasters, the prestige of the two unfortunate Admirals. Admiral Makarov had a European reputation, as had our own Sir George Tryon.

Admiral Tryon, when they died stood at the head of their own services as admirably the most capable and distinguished officers of the hour.

In the terrible *Capitaine* disaster of 1870, when the finest battleship of the British Fleet suddenly disappeared in the Bay of Biscay at two o'clock one September morning, 182 lives were lost out of a total of 500 officers and men. The sinking of the ironclad *Vanguard*, of the Channel Squadron, in September, 1875, rammed by a sister ship, the *Iron Duke*, in a fog in the Irish Sea, happily cost no loss of life. The sea was smooth, and it was daytime, and the *Vanguard's* crew of 490 officers and men were taken off in twenty minutes. After that the *Vanguard's* water-tight compartments kept the ship afloat for forty minutes. In the *Esperanza* disaster, of March, 1879, there perished 250 all told, and in the disaster to the *Atlanta*, which disappeared in the Atlantic between Bermuda and England in 1890, there were lost the same number.

In the naval battle of Lissa, in 1866, the Italian flagship, *Re d'Italia*, was rammed by the Austrian flagship in the thick of the battle, and heeled over and went down like a stone, drowning 400 men out of 565. Another Italian battleship, the *Palatro*, took fire and blew up, with the loss of 415 men. The sinking of the German battleship *Grosser Kurfurst*, rammed, owing to bad seamanship, off Dover, on May 6th, 1888, cost the lives of 281 men out of a total complement of 497. The *Grosser Kurfurst* sank within five minutes of the collision.

The loss of life on board the Peruvian cruiser *Buenos Encadenados*, torpedoed by the Chileans in Caldera Bay, at day-break on April 23rd, 1891—the *Buenos Encadenados* going down within two minutes of being struck—amounted to 182 out of 288 officers and men said to have been on board. At the battle of the Yalu, in 1894, a Chinese battleship, the *King Yuen*, went down during the fight, carrying with her 270 men; and the Chinese cruiser *Kia Yuen* similarly went down during the battle with 250 on board.

From the figures given, it will be seen that the terrible affair of the *Petropavlovsk* stands by itself in the annals of modern naval catastrophes. As a fact, we have to go back nearly a hundred years before we come to anything approaching the Russian disaster at Port Arthur. Unfortunately, it is the British Navy that then furnishes our figures. On Christmas Eve, 1811, the *S. George*, *Defence*, and *Hero* three line-of-battle ships of the British fleet, off the coast of the Channel, were wrecked, with a total loss of over 2,000 officers and men. In 1807, absorbing the *Thetis* with Napoleon, the *Thetis*, the flagship of the Channel Fleet, was wrecked with 700 on board. In 1744 the *Victory*, of 110 guns, the flagship of the Channel Fleet, returning from the coast of Spain, where the fleet had driven a French squadron into the Tagus, was wrecked off the Channel Islands, with a total loss of upwards of 1,000 officers and men, including the admiral. Not a soul survived. In Queen Anne's war with France, in October, 1707, Sir Cloudesley Shovel, the most distinguished and ablest admiral then in the British Navy, was lost with his flagship off the Solly Islands, between 800 and 900 officers and men going down with Sir Cloudesley. Three other ships of the same fleet were lost at the same time, with 800 men on board. In William III's time, in February, 1694, Admiral Sir Francis Wheler, with practically the whole of the British Mediterranean Squadron of six ships of war, was lost in Gibraltar Bay, upwards of 900 officers and men perishing together. Finally, there was the terrible disaster to the *Royal James*, first rate, at the battle of Solebay, in May, 1672, in the second Dutch war of Charles II's reign. She was set on fire in the middle of the fighting by a Dutch fireship, the prototype of the modern torpedo-boat, and blew up with England's greatest sailor of the time, Admiral the Earl of Sandwich (Blake's old colleague, Edward Montagu), and upwards of 900 men. All these cases in our own history, it should be noted, took place in time of war, intensifying the gravity and importance of the losses in each instance, as in the present case of the ill-fated *Petropavlovsk*—*Daily Graphic*.

ROWLAND'S
KALYDOR
FOR THE SKIN

Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it.

25, 40, & 60 Cents and Chemists.

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Are also prepared to purchase used POSTAGE

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[331]

CHINA LIGHT AND POWER
COMPANY.

The accounts of the above company, the

report of which we published yesterday, are as follows:—

PROFIT AND LOSS ACCOUNT.

28th February, 1904, to 31st July, 1903.

Balance brought forward	\$ 37,053.76
Auditors' fees	53.33
Consulting committee's fees	625.00
Interest	8,759.94
Charges	4,702.70
Each one	172.01
Am. not written off as depreciation	40,316.07
Balance of Cash in working account	5,711.54
Balance of Kowloon working account	18,201.06
	\$10,099.10

Balance applied to reduction of capital in

accordance with the special resolution

passed on the 27th June, 1903, and con-

firmed on the 12th July, 1903.

\$ 150,000.00

\$ 150,000.00

BALANCE-SHEET.

28th February, 1904, to 31st July, 1903.

LIABILITIES.

Capital 15,000 shares, £120 each fully paid

\$ 180,000.00

China Provident Loan & Mortgage Co., Ltd.

\$ 17,951.15

Company's bankers

\$ 76,632.45

\$ 274,583.60

ASSETS.

Kowloon

Land

\$ 27,770.18

Buildings and machinery

\$ 84,401.79

Less depreciation

\$ 9,391.79

\$ 108,780.18

Furniture

\$ 2,809.00

Less depreciation

\$ 7,970.00

\$ 20,809.00

Materials, stores, fuel, &c. in stock

\$ 38,225.16

Buildings and machinery

\$ 170,225.16

Less depreciation

\$ 31,720.15

\$ 138,505.00

Furniture

\$ 208.00

Less depreciation

\$ 3.25

\$ 204.75

Lines

\$ 2,235.61

Less depreciation

\$ 7,139.61

\$ 15,105.00

Materials, stores, fuel, &c. in stock

\$ 13,436.91

Proportion of premium on fire insur-

ance policies

\$ 777.74

Sundry debtors

\$ 11,154.41

Cash in hand

\$ 5,658.55

Balance of profit and loss account

\$ 15,000.00

\$ 274,583.60

PROFIT AND LOSS ACCOUNT.

31st July, 1903, to 28th February, 1904.

LIABILITIES.

Auditors' fees

\$ 53.33

Consulting committee's fees

\$ 625.00

Interest

\$ 10,764.50

Charges

\$ 14,737.37

Exchange

\$ 87.41

Balance carried forward

\$ 7,339.03

\$ 23,199.07

ASSETS.

Kowloon

Land

\$ 27,770.18

Buildings and machinery

\$ 84,401.79

Since expended

\$ 4,855.00

\$ 108,780.18

Furniture

\$ 2,809.00

Since expended

\$ 20.00

\$ 2,789.00

Lines

\$ 2,235.61

Since expended

\$ 11,451.91

\$ 15,105.00

Materials, stores, fuel, &c. in stock

\$ 38,225.16

Proportion of premium on current fire insur-

ance policies

\$ 777.74

Sundry debtors

\$ 11,154.41

Cash in hand

\$ 5,658.55

Balance of profit and loss account

\$ 15,000.00

\$ 274,583.60

CHAMPAGNE
VUVE CLICQUOT PONSARDIN
RHEIMS.

MAISON FONDEE EN 1783.

WERLE & CIE, SOUS.

APPLY TO—

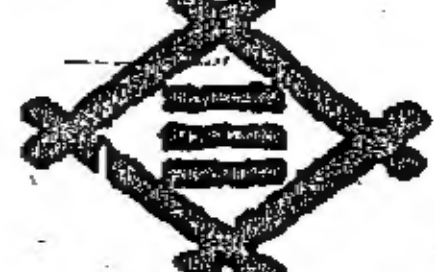
CHINA EXPORT, IMPORT, & BANK COMPAGNIE.

2, CONNAUGHT ROAD.

SOLE AGENTS.

1344

JAPAN



COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

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Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakayama, Karatsu, Nagasaki,

Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.

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SOLE AGENTS for Hokkaido, Honshu, Kanto, Kansai, Kyushu, Shikoku, and Orono, Osumi,

Sasahara, Tanboku, Yoshinaka, Yoshio, Yonokubo, and other Coals.

S. MINAMI, Manager, Hongkong.

INTIMATIONS

THEATRE ROYAL.

THIS SATURDAY AND MONDAY,

4TH AND 5TH JUNE.

Under the patronage of H.E. the Officer

Administering the Government,

and the Elite of Hongkong.

FREEAR in his

FAMOUS

FRIVOLITIES.

ALSO IN

"THE AMERICAN MINSTRELS,"

AND THE

SCREAMING FARCES

"THE FELLOW THAT LOOKS LIKE

MR."

"DIGNITY AND IMPUDENCE,"

AND

"MATRIMONIAL BLISS."

FREEAR is the man who made King

Edward and Queen Alexandra laugh (on two

occasions). The King of Siam, King George

of Greece, the Sultan of Turkey, and numerous

other Potentates and Princes in all parts of the

world during the past 12 years.

FREEAR will make you laugh here as his

Sister Miss L. JULIE FREEAR has made you

laugh in London. He has crowded the Theatre

before and hopes to do so again, for people will

go a long way in any country to obtain a good

wholesome evening's laughter. It is a rare

commodity, not to be missed; it is the best of

all tonics. Book your seats at ROBINSON'S,

where Freear's Credentials are on view with

the Sultan's Gold Medal of "Fine Arts," pre-

sented to Freear by the Sultan in Yildiz Palace,

Constantinople.

Late Car to the Peak after performance each

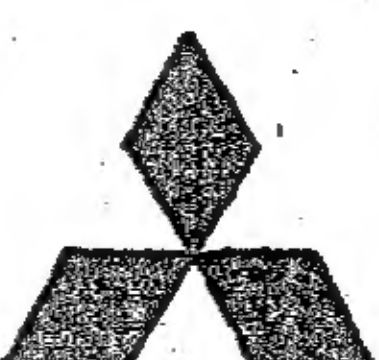
night.

Last Kowloon Ferry at 12.

Enormous Success in Shanghai, Peking,

Tientsin and Yokohama.

Hongkong, 2nd June, 1904. [1341]



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(MITSUBISHI CO.)

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MARUNO-UCHI, TOKIO.

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MANAGER, MITSUBISHI CO., with name of

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BRANCH OFFICES—

SHIPPING.

ARRIVALS.
 May 31, BOPHER KNIGHT, British str., 3,973, Dalton, London 10th April, General.
 NIPPON YUSEN KAISHA.
 May 31, ORLAND, Norwegian str., 844, Th. W. Schlytter, Wakanetsa (Japan) 25th May.
 Coals.—MITSU BUSSAN KAISHA.
 June 1, BRANCA, German str., 1,200, Lorensen, Hamburg 2nd April and Singapore 23rd May, Genea.
 May 1, CHANGHAI, British str., 1,213, J. Harrison, Singapore and Hoihow 31st May, General.
 June 1, ELINTSHIRE, British str., 2,476, J. P. M. Haffner, Singapore 28th May, General.
 June 1, FOCCHOW, British str., from Canton, 1,000, H. Haffner, Singapore 28th May, General.
 June 1, KARIN, Swedish str., 697, G. Petterson, Chetoo 25th May, Bann.—SANDER, WILHELM & CO.
 June 1, KWEIYANG, British str., 1,062, J. Mestral, Waiha and Chinkiang 27th May, General.
 June 1, KONGTANG, British str., from Canton, 1,000, H. Haffner, Singapore 28th May, General.
 June 1, SHANGHAI, British str., 1,228, Carnagham, Saigon 28th May, Rice.—BUTTERFIELD & SWIRE.
 June 1, SIMONG, British str., 2,379, Collins, Mororan 28th May, Coals.—DODWELL & CO.
 June 1, TAUREN, Norwegian str., 1,367, E. Krizer, Barry 14th April, Coal.—ORDER.
 June 1, ZAFIRO, British str., 1,611, R. Rodger, Hoihow 29th May, Hoihow. SHEWAN, TOMES & CO.

CLEARANCES.

At the Harbour Master's Office.
 1st June.
 Chitree, for Moji.
 Hoihow, French str., for Hoihow.
 Kweiyang, British str., for Canton.
 Nippon, British str., for Amoy.
 Progress, German str., for Tientsin.
 Tamsui, Norwegian str., for Samsu.

DEPARTURES.

1st June.
 APENRADE, German str., for Pakhoi.
 BEIGIAN KNIGHT, British str., for Samsu.
 CANDIA, British str., for Swatow.
 EMPRESS OF CHINA, British str., for Vancouver.
 GAGA, German str., for Saigon.
 GERMANIA, German str., for Moji.
 HOIHOW, German str., for Saigon.
 JACOB DIEDERICHSEN, Ger. str., for Hoihow.
 LAETITIA, German str., for Saigon.
 MARIE JESSE, German str., for Moji.
 MEERPO, Chinese str., for Shanghai.
 PERIA, British str., for Manila.
 STRASSBURG, German str., for Hamburg.
 SWANLEY, British str., for Tientsin.
 TRITON, German str., for Swatow.

VESSELS IN DOCK.

1st June.
 ABERDEEN DOCK.—
 KOWLOON DOCK.—U.S.S. Wisconsin, Hongkong, U.S.S. Oregon, U.S.S. Callao, Sun Lee, U.S.S. Bainbridge, U.S.S. Champlain.
 COSTOPOLITAN DOCK.—Ten, Hajaburi.

VESSELS ON THE BERTH

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "RAS ISSA,"
 will be despatched for the above port TO-DAY the 2nd June, at 4 P.M.
 For Freight, apply to
 SHEWAN, TOMES & CO.,
 General Agents. (1098)
 DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "THALES,"
 Captain Robson, will be despatched for the above ports TO-MORROW, the 3rd inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS STEAMSHIP COMPANY, LIMITED.
 General Managers. (1391)
 Hongkong, 1st June, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 (Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "EASTERN,"
 Captain Ellis, will be despatched for the above ports on SUNDAY, the 5th inst., at DAYLIGHT.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents. (1286)
 Hongkong, 2nd June, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
 PROPOSED SAILINGS FROM HONGKONG, 1904.
 "SATSUMA" 6th June.
 "RICHMOND CASTLE" 24th June.
 "ST. FILLANS" 30th June.
 "LOWTHER CASTLE" 31st July.
 For Freight and further information, apply to
 DODWELL & CO., LTD.,
 Agents. (877)
 Hongkong, 30th May, 1904.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR (taking cargo at through rates to all ports in Netherlands India).
 THE Company's Steamship
 "TILATAP,"
 Captain Koops, will be despatched as above on TUESDAY, the 7th inst., P.M.
 For information as to Passage and Freight, apply to the
 JAVA-CHINA-JAPAN LINE.
 Hongkong, 1st June, 1904. (1392)

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	4th inst., Noon.
LONDON & ANTWERP	DEUCALION	Brit. str.	.....	BUTTERFIELD & SWIRE	7th inst.
LONDON & ANTWERP	AGAMEMNON	Brit. str.	.....	BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP	YANOTSE	Brit. str.	.....	BUTTERFIELD & SWIRE	5th July.
LONDON & ANTWERP	KINTOCK	Brit. str.	.....	BUTTERFIELD & SWIRE	15th July.
MARSEILLES, LONDON & ANTWERP	M. MONTHSHIRE	Brit. str.	H. N. Vytyan	SHAW, TOMES & CO.	About 3rd inst. 5 P.M.
MARSEILLES, LONDON & ANTWERP	BENMORE	Brit. str.	Webster	GIBB, LIVINGSTON & CO.	About 11th inst.
MARSEILLES, &c. VIA PORTS OF CALL	AUSTRIEN	Ger. str.	Verron	MESSAGERIES MARITIMES	14th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	OLDENBURG	Ger. str.	R. Troitzsch	MELCHERS & CO.	4th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SEGROVIA	Ger. str.	Förk	HAMBURG-AMERIKA LINE	14th inst.
HAMBURG DIRECT	BATAVIA	Ger. str.	Dampwolf	HAMBURG-AMERIKA LINE	28th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINE	6th July.
HAVRE & HAMBURG	C. FRED LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINE	26th July.
HAYRE & HAMBURG	BADENIA	Ger. str.	Roerden	HAMBURG-AMERIKA LINE	10th Aug.
TRIESTE, &c. VIA SINGAPORE, &c.	VINDOBONA	Aus. str.	Cobol	BUTTERFIELD & SWIRE	22nd inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	KEENUN	Brit. str.	.....	BUTTERFIELD & SWIRE	15th inst.
NEW YORK, VIA SUEZ CANAL	RAN 1884	Brit. str.	.....	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	SANCTA	Brit. str.	.....	DODWELL & CO., LD.	About 15th inst.
NEW YORK, VIA SUEZ CANAL	CONSTITUTION	Brit. str.	Martin	STANDARD OIL CO.	About 18th inst.
DURBAN	E. OF INDIA	Brit. str.	.....	GIBB, LIVINGSTON & CO.	22nd inst.
VANCOUVER, VIA SHANGHAI, &c.	ARABIAN	Brit. str.	.....	CANADIAN PACIFIC R. CO.	20th July.
VANCOUVER, VIA SHANGHAI, &c.	STERN	Brit. str.	.....	CANADIAN PACIFIC R. CO.	15th inst.
VICTORIA (B.C.) & SEATTLE VIA NAKA, &c.	TREBONT	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ARABIAN	Brit. str.	Schmidt	PORTLAND & ASIATIC CO.	14th inst.
PORTLAND OREGON	CHANGHAI	Brit. str.	.....	BUTTERFIELD & SWIRE	6th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	Ellis	GIBB, LIVINGSTON & CO.	5th inst. D'light.
AUSTRALIAN PORTS	SARDINIA	Brit. str.	C. C. Talbot	P. & O. S. N. Co.	About 10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHINTU	Brit. str.	J. M. Haffner	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
YOKOHAMA, NAGASAKI, KOBE & YOKOHAMA	FLINTSHIRE	Brit. str.	.....	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	FOCHOW	Brit. str.	.....	SHEWAN, TOMES & CO.	15th inst., 10 A.M.
SHANGHAI	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	8th inst., at 4 P.M.
SHANGHAI	WAMPOA	Brit. str.	.....	BUTTERFIELD & SWIRE	8th inst., 10 A.M.
SHANGHAI	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	5th inst., 8 A.M.
SHANGHAI	FRITHOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	12th inst., 10 A.M.
SHANGHAI	M. STRIVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
SHANGHAI	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-morrow, 11 A.M.
SHANGHAI	THALES	Brit. str.	Robson	BUTTERFIELD & SWIRE	5th inst.
SHANGHAI	CHIELI	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow, Noon.
SHANGHAI	TAMING	Brit. str.	R. Rodger	SHAW, TOMES & CO.	4th inst., 10 A.M.
SHANGHAI	ZAFIRO	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 8th inst.
SHANGHAI	TRITON	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	11th inst., 10 A.M.
SHANGHAI	RUHL	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow, 4 P.M.
SHANGHAI	KAIFONG	Brit. str.	.....	JAVA-CHINA-JAPAN LINE	7th inst., P.M.
SHANGHAI	TAIKATAP	Dut. str.	Koops	CARLOWITZ & CO.	10th inst., Noon.
SHANGHAI	CAPRI	Ital. str.	Belsito	.....	.....

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
 THE Steamship
 "CAPRI,"
 Captain Belsito, will be despatched as above on FRIDAY, the 10th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 1st June, 1904. (14)

"SOUTH AFRICAN" LINE OF STEAMERS.
 FOR DURBAN.
 THE Steamship
 "COURTFIELD,"
 Captain Martin, will be despatched as above on or about the 18th June.
 Cargo to be loaded 10th to 15th June.
 For Freight, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 31st May, 1904. (1378)

THE British steamship
 "YING-KING,"
 Capt. Wm. Robinson, of 1,888 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th Feb. 1904. (75)

MESSAGERIES CANTONNAISES.
 J. TREVOUX & CO.
 HONGKONG-CANTON NIGHTLY SERVICE.
 THE Commenced Steamer
 "PAUL BEAU,"
 Captain Franguel, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo usual.
 The S.S. "CHARLES HARDOUIN,"
 Captain Martin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 1st Class European ... \$8.00
 2nd Class European ... \$3.00
 1st Class Chinese ... \$1.50
 2nd Class Chinese80
 Deck ... 30
 The Company's Wharf is at the end of Queen Street, Praya West.
 For further particulars, apply to
 J. LANDOLT, Agent.
 The Pharmacy, Queen's Road Central.
 Hongkong, 23rd March, 1904. (1420)

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"
 351 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD.,
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. (27)

HAMBURG-AMERIKA LINIE

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGROVIA	HAVRE, BREMEN and HAMBURG	On 14th June. Freight.
Capt. Förk	(Calling at Singapore, Penang and Colombo)	.....
BATAVIA	HAMBURG DIRECT	On 29th June. Freight.
Capt. Dampwolf	(Calling at Singapore, Penang and Colombo)	.....
NURNBERG	HAVRE and HAMBURG	On 6th July. Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	.....
C. FRED LAEISZ	HAVRE and HAMBURG	On 26th July. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	.....
BADENIA	HAVRE and HAMBURG	On 10th Aug. Freight.
Capt. Roerden	(Calling at Singapore, Penang and Colombo)	.....

For Further Particulars, apply to
 HAMBURG-AMERIKA LINE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 4th June, 10 A.M.
RUHL	2540	R. W. Almond	Manila direct.	Sat., 11th June, 10 A.M.
PERLA	1930	A. H. Nottley	.....	.....

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 30th May, 1904. (15)

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 LEAVING
 "FRITHOF" SUNDAY, 5th June, at 8 A.M.
 "TRIUMPH" WEDNESDAY, 8th June, at 10 A.M.
 "M. STRIVE" SUNDAY, 12th June, at 10 A.M.
 "TELOS" WEDNESDAY, 15th June, at 10 A.M.
 On account of the present state of political affairs, all the Company's new steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply to the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 30th May, 1904. T. ARIMA, Manager. (16)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI { BALLAARAT, 2nd June } Freight and Passage.
 LONDON, &c. { SIMLA, 4th June } See Special Advertisement.
 YOKOHAMA, VIA SHANGHAI, MOJI and KOBE { SARDINIA, 10th June } Freight and Passage.
 (Passing through the Inland Sea) { C. C. Talbot, E.N.R. }
 For further Particulars, apply to
 E. A. BEWETT, Superintendent. (1)

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.
 FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. TREMONT 9,606 tons. T. W. Garlick About 8th June.
 S.S. SHAWMUT 9,606 tons. W. M. Smith About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 26th May, 1904. (7)

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 22nd June.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 13th July.
 R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 26th July.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 3rd Aug.
 R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 10th Aug.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 24th Aug.
 Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.
 Intermediate on Steamers £40.
 and 1st Class Rail £42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 2, Padstow Street.
 6.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
 N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. SAILING DATES. 1904.

OLDENBURG SATURDAY 4th June.
 SACHSEN WEDNESDAY 8th June.
 ZIETEN WEDNESDAY 22nd June.
 SEYDLITZ WEDNESDAY 6th July.
 ROON WEDNESDAY 20th July.
 PREUSSEN WEDNESDAY 3rd August.
 PRINZ REGENT LUITPOLD WEDNESDAY 17th August.
 PRINZ HEINRICH WEDNESDAY 31st August.
 GNEISENAU WEDNESDAY 14th September.
 BAYERN WEDNESDAY 28th September.
 SACHSEN WEDNESDAY 12th October.
 ZIETEN WEDNESDAY 26th October.
 PRINZESS ALICE WEDNESDAY 9th November.
 PRINZ REGENT LUITPOLD WEDNESDAY 23rd November.
 PREUSSEN WEDNESDAY 7th December.
 PRINZ EITEL FRIEDRICH WEDNESDAY 21st December.
 PRINZ HEINRICH WEDNESDAY 4th January 1905.

ON SATURDAY, the 4th day of JUNE, 1904, at Noon, the Steamship "OLDENBURG," Captain R. Troitzsch, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on THURSDAY, the 2nd June. Cargo and Specie will be received on Board until 5 P.M., on FRIDAY, the 3rd June, and be received at the Agency's Office until Noon on FRIDAY, the 3rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than 25c. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & CO., AGENTS.
 Hongkong, 26th May, 1904. (5)

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE STEAMSHIP.

TONS. CAPTAIN. TO SAIL ON.

"ARAGONIA" 5,198 Schmidt June 14th, 1904.
 "NEMANIA" 4,370 Wagner July 14th, 1904.
 "NICOMEDIA" 4,370 Wagner August 14th, 1904.
 "ARABIA" 4,483 Bahle September 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 3rd May, 1904. (14)

